

On Tuesday, July 9, 2013 Seattle Public Utilities (SPU) hosted a community meeting to:

- share the design progress with the community, and
- engage attendees with the design team.

About 20 people attended the community meeting. Two from the NTS Stakeholder Group and three from the Green Group attended the meeting as well as regular observers of the stakeholder meetings.

Penny Mabie, EnviroIssues, welcomed attendees to the meeting, explained the meeting format and purpose, and introduced the design team - Greg Lindstadt, CDM Smith, Pierce Mc Vey, Mahlum and Dean Koonts, HBB Landscape Architecture.

Tim Croll, SPU, gave a brief presentation on the project's background and need. He explained the plan to demolish the existing station and rebuild in the same place. He reminded attendees about the work done since 2008 with the Stakeholder Advisory Group and the Green Group. He added that SPU is now going from the concept developed with the Green Group to making it a reality through the design process.

Greg Lindstadt, CDM Smith, illustrated the key milestones in the design process and what to expect at 30%, 60% and 90% stage of design. The Design Team, at the 30% design, has confirmed the project elements, location, dimensions, traffic flow, and the entrance and exits. Greg emphasized the coordination with SPU to make sure the agreement made with the community is being fulfilled. Greg pointed out elements of the station from the site plan, particularly noted the revised admin/crew building, which moved to wrap the transfer building on the east side, to improve circulation within the station.

Pierce McVey, Mahlum, acknowledged the hard work done by the Stakeholder Advisory Group and the Green Group and praised them for their well thought-out vision and goals for the project. Pierce went over the goals for the station and highlighted the desire to build a station that has a consistent architectural language of high quality and functionality.

He drew attention to the development of a secure line through the facility, emphasized by the gates, scale yard, buildings, sound wall and landscaping, which provide a distinct cut-off from the facility when it is 'after-hours'. He also talked about the use of color for way-finding and the different types of materials to control sound and light from the building.

Dean Koonts, HBB Landscape Architects, provided some background to the open space concept "Twine with a Twist" that was put forward by the Green Group in 2011. The Design Team has been interacting with a range of folks regarding the landscaping element of the project such as Seattle Department of Transportation (SDOT) urban foresters and landscape architect, regarding diseased/dying trees which

will need to be replaced, and Seattle/King County Public Health, to talk about minimizing vector (unwanted wildlife) attraction.

Dean addressed the issue of storm water with the inclusion of a dry cobble swale in Olmstedian Walk. This is designed so that runoff will flow through the cobble swale and form a spiral pattern. He also noted the team is proposing permeable pavement be used for the play court to further help with runoff.

Dean referred to King County Metro's request for the installation of two bus shelters on either side of N 35th St, as well as curb-bulbs. Dean noted this will increase the amount of side walk available. Dean highlighted some of the key features of the landscaping such as the stepped plaza, sports court and lawn, Parkour fitness features and the playground. Throughout the landscaped areas, Dean emphasized the desire to have accessible areas with multi-use features.

Greg announced the design team schedule to reach 60% design by Fall 2013, 90% by Spring 2014 and with the possibility of early construction starting Spring 2014.

Question and Answer Period

Following the presentation, community members were provided an opportunity to ask the Design Team questions. These included:

- There is a lot of water build up on N 35th Street. Is this something that can be addressed during construction?
- What about the level of noise coming from the north side of the site?
- Are there any storm water treatments on site?
- Is there any loss of parking spaces from the installation of the bus stop curb bulbs?
- What is happening along the edge of N 34th St. It doesn't seem to have much attractiveness for pedestrians?
- Can you explain what Parkour is and why you are putting it on N 35th Street?
- What are the hours of operation for the new station?
- How are you tracking the percentage of natural play in the open space as opposed to constructed, safety space?
- Will there be more people coming to use this facility as a result of the rebuild? And if so, what accommodations are being made for the increase of traffic in the area, especially in regards to Stone Way?
- Is there any concern relating to glare with the use of reflective metal material on the transfer building?

- Is SPU considering purchasing the old fire station to install a combined sewer overflow system? ¹

A member of the community expressed concern about the level of use of the landscaping on the east of the station, in particular the stepped plaza. She thought that it would be heavily used during lunch hours, but not at other times. She questioned if there could be a better use for the space.

Following the presentation and question and answer period, attendees participated in an open house. Meeting participants provided feedback through a variety of methods including a question and answer period, open house, and a comment form available at the meeting.

Open House

During the open house portion of the meeting, community members viewed the 30% design elements and talked with the Design Team. Below are some of the comments the team heard:

- Concern that the terraces that front N 34th St could be attractive to skateboarders.
- Terraces along N 34th St present a hard face to a busy street. Prefer for this edge to be softer and planted to buffer the plaza seating area above.
- Like to see a water spray park instead of the "Olmstead Walk."
- Could color be integrated into the "fractured panels" of the concrete walls of the building and sound walls?
- Could murals be integrated on the exterior walls?
- Like to see integration of natural elements with the play structures as much as possible and still meet the play safety requirements.
- The architectural design was somewhat 'flat'. Could the overall design be 'livened up' a bit as it moved forward?
- Concern about the street condition along N 34th St, if the benches would be used, if the views into the transfer floor were interesting and if the concrete walls would be tagged.
- Climbing vines, a green wall treatment, a more prominent landscape treatment, or adding color to the concrete surface would help.
- Concern about the recessed door treatment for the self-haul entrance and if it would eliminate noise effectively.

¹ Tim Croll followed up after the meeting with information regarding SPU's research efforts to reduce combined sewer overflows into Lake Union, as part of SPU's Long Term Control Plan. SPU is working to buy the fire station property from FAS as the property could potentially be used to reduce CSOs. The Long Term Control Plan for combined sewer overflows in Seattle is in its preliminary stages. SPU's main focus is to establish some potential schemes so that the programmatic environmental impacts can be evaluated for our Environmental Impact Statement (EIS). The draft EIS is expected to be published May 2014 with a comment period and public hearing to follow in June. SPU anticipate a decision on the overall concept plan to be made in fall of 2014.

**North Transfer Station
30% Design Meeting Summary
July 9, 2013
Comment Forms**



Comment forms were also provided for the community members. Five comment forms were received. Below are the responses received:

What do you think about the 30% design of the new station shown at tonight's meeting? Please explain what elements you liked.

- Log steppers, beam, crawl tunnel, tree house, benches, paths and low banks.
- Stepped Plaza needs a fire pit.
- Bus shelters must have roofs.
- More trees.
- Solar power is good idea (price dropping!).
- Add recycle deposit/sort area.
- LED lighting – some outside for night/winter safety, especially near the park.
- Landscape edges.
- Yellow way-finding elements on building.

Please share your comments and concerns.

- Consider using color-tinted concrete on north side to avoid heavy "industrial" grey concrete look.
- Consider using surplus city property at N.E. corner of 35th St and Interlake as a passive P-Patch or open space (demolish the old building). Serves as a book-end to the park to the east.
- Have irrigation of green roof so it doesn't become a brown roof like City Hall.
- Parkour stations are only shown on the North and East sides – they are more likely to be used on N 34th Street, the Southwest side near the bike/pedestrians on Burke Gilman, especially since there is an eight-story residential building being built to the west of the site.
- Recycle building needs giant green logos.
- 79% of greenhouse gases emissions worldwide from concrete – will this project use University of Washington technology to make fewer CO2 emissions?
- Want to make sure natural play area is well-designed.
- Would like to see 34th edge as inviting as possible (or less inhospitable)
- Looking forward to seeing art integration.
- Could work start earlier on the playground?
- Would like to see the Wallingford Community Council agreement with the city described in detail on the brochure. I think there is a place on the back where the agreement could be mentioned along with the Green Group.